

Edmonton Bulletin

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MONDAY, APRIL 22, 1912

Dr. Beattie Nesbitt has been caught at last. He would per-
haps have been caught long ago if
he had not been Dr. Beattie
Nesbitt.

The Allan, C.P.R. and Canadian
lines are to ignore the Board of
Trade regulations and place
empty boats on each ship to
carry her entire company. The
lesson has been severely taught,
and effectively so, it seems.

The Montreal Gazette explains
that the Hudson Government did
not want to turn over the
vital Government money voted
to aid road improvement,
because some of the Provincial
Governments do not manage their
road business as well as others.
What business is that of the
Dominion Government? If the
people of Manitoba choose to re-
tain an incompetent administrator
in office, why should the
Ministers at Ottawa to say that
they shall not do so, or that they
shall be denied their fair share
of a Federal grant which they
have done so? The Gazette
wonders how near the truth
in saying that the Ministers want
to retain the power to spend
the money themselves for the
sale of the political advantage
they might gain through the
spending of it. Its explanation
only serves to show how poorly
the truth in this particular case
can be obscured.

The Italian fleet has been doing
something or other in the
vicinity of the Dardanelles which
either was war or looked like it.
The Italian Government calls it
"a demonstration," but a Turk-
ish despatch says a Turk gunboat
was sunk by the Italian fleet, and
Russia is protesting against
the closing of the Straits. Tur-
key, having no fleet, capable of
meeting the Italian ships, will
wait to see whether the Italian
fleet is a bluff or something more
serious. If it is a bluff, Turkey
need not worry. If it is meant
to do something more serious,
Turkey may well argue that Italy
dare not follow it up. To carry
the Italian-Turk war into Europe
would, it is conceded generally,
army the European powers
against each other. Italy would
want Tripoli very badly before
taking such risks to get it. Once
more, the debt of the Sultan's do-
minions may save them from the
membership and Europe from
war.

One of the lumber manu-
facturers has been telling the
troubles of himself and his "com-
petitors" to the Calgary press.
The prairie farmer, he says, will
have to pay more for lumber, or
else the B.C. millmen will have
to go to the wall. The terrible
"American" lumberman is, as
usual, the individual who is to
bring this calamity upon the B.C.
lumber industry. Having a
large market for his best grades
of lumber in the cities south of
the line, he is able, according to
this gentleman, to "dump" his
cheaper grades into the Cana-
dian market at prices lower than
the B.C. millmen can sell similar
lumber for. Last year, it is
claimed, the United States mil-
lenn sent five hundred million feet
across the border, and this year
may send more. Hence the B.C.
millmen must have a duty on
rough lumber or be out of busi-
ness, according to his story. And
as the B.C. lumber-makers helped
materially to send a solid deloga-
tion to Ottawa in support of high
tariff it is to be expected that
when Parliament meets again the
duty on rough lumber will be
boosted. Here is a case where
the tariff commission, if it were
convinced in the public interest

and directed in fairness, might
do good service. The lumber-
man's side of the case has been
put forward persistently and
fully and may be taken as being
before the public in pretty com-
plete form. But the other side
has not been brought out in equal
fullness. And there is much on
that side that should be brought
out before any boat in the tariff
can be justified even on protection-
ist grounds. For one thing,
lumber is getting scarce in the
United States, and the B.C. mil-
lenn over the Canadian consumer
an explanation of how the Ameri-
can millmen, from deeper timber
and produce lumber on a cheap-
er to underbid the B.C. millmen
in his own market. The Canadian
consumer, too, has not noticed
that United States lumber has
been "dumped" on his market any
more than he has noticed that the
B.C. millmen's prices, and should
be given to understand how it
is that lumber sent into Canada at
the low prices specified is sold
at a high profit. It is true that
a few years ago a special committee
of Parliament looking into the
lumber business found that the
B.C. millmen had in some in-
stances overvalued their lumber
limits to run their mills for fifty
years. Is the interest charge
and cost of fire protection for
such a vast preserve—held not
for lumber but for speculation—
being charged against the B.C.
lumber? It is really American
competition or B.C. speculation
that is responsible for the
alleged trouble of the B.C. mil-
lenn? These are a few of the
points which, in the interests
of the consumer, should be cleared
up before, on the other hand,
grounds, the B.C. millmen can
properly demand an increased
tariff as a privilege to boosting
lumber prices.

FINANCE.

Montreal News Service.
Much conversation was raised on
Bulwath evening when the announce-
ment was made at Johnson's Opera
House of the terrible disaster to
the Titanic. This being the first in-
formation received, immediately
it was sought from all sources to
confirm the information.
Mr. Buckmaster had been threatening
his very large crop, consisting of some
thousand white mice, and he was
prevented from doing last year owing
to bad weather, and all is going
on well.
Jack Smith, here for 29 years,
has in connection with Watt Hubbard
started a harness shop in Alberta
city.
C. Daw, of Clackton, near Brad-
ford, Yorkshire, England, has taken
over the management of the Albermarle
Hotel for W. Holms.
C. H. H. secretary-treasurer
and overseer of public works, has put
in some concrete southeast of the
Hudson's Bay wharf, and is generally looking
after improvements.
London, April 15.

THE FINANCIAL AND COMMERCIAL MARKETS

Winnipeg Grain Market

Winnipeg, April 21.—There was a
general gain in the wheat shipments
today and trading was showing some
noticeable excitement. The confirma-
tion of reports already received from
the wheat areas made the advance
higher. New York may expect 1-2
cents higher, Chicago may expect 1-2
cents higher with spread of 1-2. Minnesota
10-15 May opened 5-8 cent higher while
1-2 cent spread. Continental cables
were 1-2 to 1-3 cent higher while Liverpool
spot closing price was 7-8 to 1-2
cent higher with the strength in May.
On Winnipeg market, trading during
the earlier hours was extremely active.
Following the opening, there was
further advance of 5-8 cent which was
maintained. The spread between
off, there was a decline of 1-4 cent in-
crease of 7-8 cent higher for May,
and 1 cent higher for July. Today's
closing was the highest for several
years.
Minnesota 2 cents higher for May
and 1-4 to 1-5 cents higher for July.
Chicago 1-2 cent higher for May
and 1-3 cents higher for September.
There was a general demand
for all straight grades with offers
rather light and export receipts were
fairly active. Receipts were again
heavy and came in much for May
and 1-2 cent higher in market for
July.
The following are today's quotations:
WHEAT—Open Close
May (new) 105 1-2 105 3-4
July 106 1-4 106 1-2
OATS—Open Close
May (new) 45 1-2 45 1-4
July 45 1-2 45 1-4
RICE—Open Close
May (new) 135 1-2 135 1-4
July 135 1-2 135 1-4
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PHONE
2903

J. BRUCE ISMAY DENOUNCED BY SENATE IN WASHINGTON

Storm of Feeling Breaks Out in Senate Against White Star Company Directors—Ismy is Flaily Accused of Being a Coward—He is Also Held Responsible for the Disaster in Ordering the Breaking of a Record—Hundreds of Thousands of Dollars Raised for Relief of Families of Victims and Survivors—Long Course Will Hereafter Be Followed by Liners.

Washington, April 20.—A storm of feeling against the White Star company, and especially against J. Bruce Ismay, managing director, broke out in the senate yesterday when Senator Rayner, of Maryland, brought up the Titanic disaster. He read statements concerning the conduct of Ismay and denouncing him.

He said: "Ismay, in my judgment, acted in a most brutal and cowardly manner, and to him I think the accident is largely attributable."

He declared that if the company had been an American company the officers and directors would have been put to a severe test, and punishment for negligence if not for murder. Senator Rayner was in the senate when Ismay was in the White Star ship, and his statements as to the full jurisdiction over the White Star people and Mr. Ismay to the senate committee.

In closing the senator said: "Ismay was president of the White Star line. Fifteen hundred human beings, including the captain and crew, went down to their untimely deaths. Ismay flinched according to the reports that he took the last lifeboat. I have no doubt that if he did it was cowardly to take any lifeboat, for the president of the line, together with his board of directors, is criminally responsible for the appalling tragedy."

Risked Life for Speed.

"I have not the slightest doubt that the northern route was taken according to his directions, and that with full warning he risked the life of his entire ship to make a speedy passage across the sea."

"No legislation can bring back to earth a single life lost upon that fatal night. What we can do is to bring to its responsibility, if possible, and rely upon British justice to bring to bay the guilty directors of the company."

Mr. President, this is where the trouble lies. We punish inferior officers and subordinate employees for neglect of duty, but the men at the head, who give the orders and reap the profit, we permit to escape. All civilized nations of the world will applaud the criminal prosecution of the management of this line and they can be made to suffer, as they ought and should be, on sympathy will go out for them, and if it does it will be hushed and drowned in this overwhelming lamentation that today rocks throughout every quarter and nation of the civilized world for the vessel—classic, capable, aggressive, and richly equipped, which sent hundreds of their fellow beings into eternity, crossing the ocean and straggled, and which has turned this land into a house of mourning.

Senator Simmons, of North Carolina, followed and sustained the position of Senator Rayner. He said the common sense of the world did not take the view of Senator Smith, and did not believe in going to New York, and that Ismay and everybody else necessary to the inquiry, would be called to Washington to testify.

The statements of Senators Rayner and Simmons mean, that Ismay, and all others needed as witnesses will have to come before the full committee on commerce if the senate can compel them. Senator Simmons declared the entire committee wanted to hear them.

Napher Lost Will Never Be Known.

New York, April 20.—Nearly a week has passed since the Titanic, the greatest marine achievement in the history of the world, sank in mid-ocean. Much of her story is still untold and many days will pass before the world will fully realize or comprehend the significance of the disaster, which must rank in many respects as the most stupendous in freight history.

The number of dead probably will never be exactly determined, but as much as the complete passenger list went down with the vessel. The number of survivors is dead at 134, in the report of Captain Rostron, of the Carpathia. The White Star line officials believe the death list totals 1,535 approximately.

Narratives gathered piecemeal from the liner's various pay tribute without exception to the bravery of the men and women of modern days. Courage, gentleness, unflinching and instinctive alike in emergency, the common sense of the world will set aside their public tomorrow for reverent consideration of the disaster and for mourning for the lost.

Relief for survivors.

As for the needs of the living, the provision is rapidly being made. Relief funds being gathered in New York, and London already total well up in the hundreds of thousands.

Many of the steamer passengers, who reached New York yesterday, have already come to realize the humanity and hospitality of Americans. Clad, new and handsome, they must have ample time to recover from the shock of their experience and will start their life in the new world with simple fondness and good advice of worthy counsel.

The most complete survey of the Titanic's fate yet obtained is being rapidly assembled in New York to the committee of the White Star Line. Captain Rostron, of the Carpathia, is the chief of the White Star line's second officer of the Titanic, and others.

The witnesses called for today included H. J. Phipps, third officer

of the Titanic; J. G. Roach, fourth officer; G. Lewis, also in an official position on the ship, and 13 members of the crew.

What Evidence Has Shown.

The committee in its work has the assistance of Geo. Upler, chief of the U.S. steamship inspection service, and Thomas H. Newberry, who was secretary of the navy under Theodore Roosevelt. The testimony thus far presented emphasizes the unquestioned fact of the Titanic's officers in her unimpaired, for a recklessness of steaming full speed through a sea where dangerous icebergs were known to be, and the formidable calamity with a heavy passenger and crew faced the last moments of the sinking ship.

The Titanic's fate has already resulted in prompt action by Transatlantic liners to insure their passengers and crew faced the last moments of the sinking ship.

No Criticism of Smith.

There is a little disposition to criticize Captain Smith for following the usual line in which he met disaster. He showed unusual calm, according to naval hydrographers, in altering with to the south of the regular northern route. The regular route from July 1st to January 1st, crosses the ocean in latitude 41° north, four degrees farther up the bay than the southern route. In which the Titanic met her fate. As a matter of fact, the Titanic was sixty miles south of the regular northern course, and was in the danger of collision with a coast-bound steamer, which he endeavored to flight of way there by rule of the sea. The new route, east-bound, provides that steamships shall dip to latitude 39° on the first third of their course, making the total distance from New York to London 2,000 miles, where the distance is now reckoned at 2,151 miles. The liners will thus be carried 251 miles below the route heretofore followed. The time for the new course will be about 9 hours for 24 knots. Boats of the Olympic class may be 31 or 34 hours in crossing. They will gain, however, the time of the weather must of time, thus obviating delay on account of fog.

Mayor Butt's Heroism.

Washington, April 20.—A graphic story of the heroism of Mayor Butt, of New York, in the Titanic, was told yesterday in an interview given to the Washington Star's staff correspondent in New York by Miss Marie Young, a former resident of this city. Young is believed to have been the last woman to leave the Titanic and the last of the survivors to have talked with the president's military aide, she and Mayor Butt had long been friends. Miss Young having been a special music instructor to the children of former President Roosevelt. Miss Young said:—

"The last person to whom I spoke on board the Titanic was Archie Butt, and his good, brave face, smiling at me from the deck of the steamer was the last I distinguished as we pulled away."

Calm and smiling.

"He himself put me into the boat, wrapped blankets around me and tucked me in as carefully as if we were starting on a motor ride. He himself entered the boat and performed the little courtesies, calmly and with a smiling face. When he had carefully wrapped me up he stepped up on the gunwale of the boat and lifting his hat smiled down at me."

"Gradely, Miss Young, he said bravely and smilingly, 'Look it with you. Will you kindly remember me to my father back home. When I stepped to the deck of the steamer and the boat I was in was lowered to the water, it was the last boat to leave the ship, of this I am perfectly certain. And I know that I am the last of those who were saved to whom Archie Butt spoke.'"

"As our boat was lowered and left the side of the steamer Archie was still standing at the rail, looking down at me. His hat was raised and the same old, genial, brave smile was on his face."

"The picture he made as he stood there, hat in hand, brave and smiling, was one I will always remember."

Another Tribute to Him.

Mrs. Henry B. Harris, of Washington, in an interview in the Washington Star, today also described the heroism of Mayor Butt, she said:—

"Archie Butt was a make to the last. I did never make a finer, braver man than he. The sight of that man, calm, gentle and yet as firm as a rock will never leave me. The nation is indebted to him and the way he took to the boat he became as one in action. When the order came to take to the boat he was at a White House reception, so cool and calm was he. When the last came he was a man to be feared. In one of the earlier parts of the Titanic's career he was about to be hoisted when a man, suddenly panic-stricken ran to the deck and caught him by the neck and jerked

him back like a pillow. His head cracked against a rail and he was stunned."

Thank God for Archie Butt.

"But," said the Mayor, "but women will be attended to first, or 130 break every damned bone in your body."

"The boats were lowered away one by one, and as I stood by my husband he said to me: 'Thank God for Archie Butt.'"

"Perhaps Mayor Butt heard it for he turned his face toward us for a second. Just at that time a young man was starting to get into a lifeboat and Butt had both of the last by his arm like a big bird and appeared to be telling him to keep his

Memorial to Winnipeg Men.

Winnipeg, Man., April 20.—It was learned today that a recommendation had been made by the committee of the Exchange that a tribute should

be paid to the heroism of Hugo Ross, Mary Fortune, Thomas Beattie and J. J. Borianski, who faced death calmly that women and children might be saved. It has been arranged that the members of the First Estate Exchange will attend a memorial service in Knox Presbyterian Church on Sunday, and either before or after this a meeting will be held to consider the recommendation of the committee and the form the memorial will take.

Prayers Will Be Said.

New York, April 20.—Cardinal Paron has directed that services be said Sunday in all the churches in the diocese of New York for the Titanic's dead and on Monday evening the diocese will offer requiem mass for the souls of the dead.

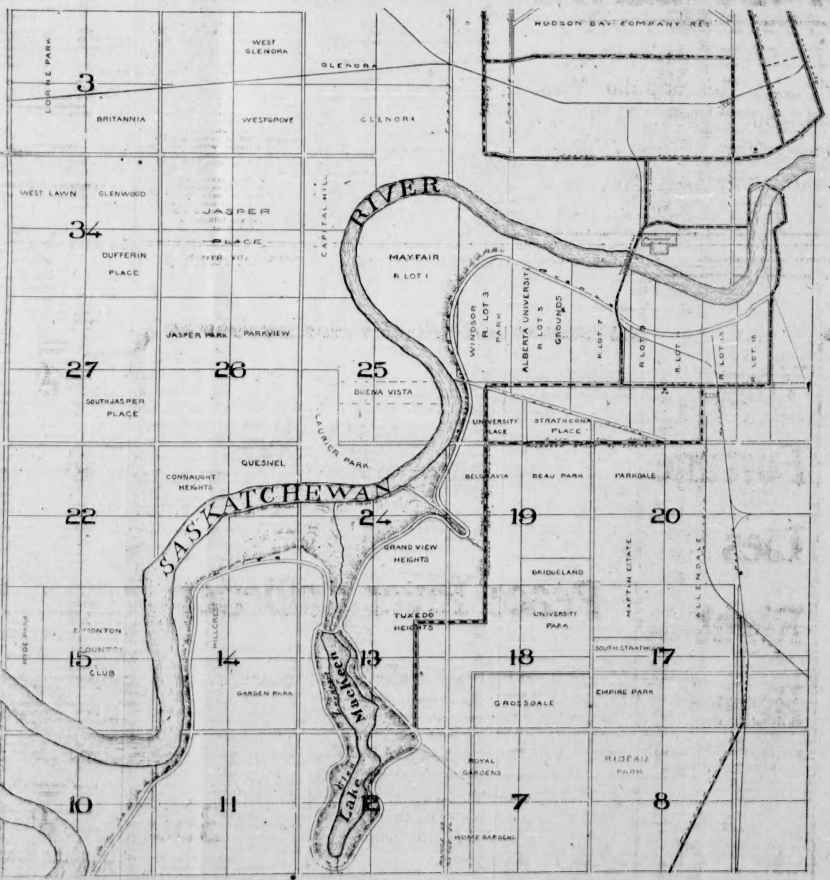
Montreal Traveller a Victim.

Montreal, April 19.—To the list of Montrealeers who lost their lives in the Titanic disaster must be added Albert Mallet, a commercial traveler, in the employ of Laporte, Martin & Co. Mr. Mallet, with his wife and little son, embarked in the second cabin, and their names had not appeared in the first list of passengers wired from England. Mrs. Mallet and the child were saved.

Aviator Dead to Death.

Vancouver, British Columbia, April 19.—Last night, a man named William D. Dwyer was killed yesterday while making an attempt to fly over the wings of the machine doubled up from some unknown reason.

Map Showing Location of Free Park Site Offered to City.



The above plan shows the location of the 200 Acre Park which is offered to the City by the owners, represented by Dr. L. L. Fuller of the South Side. The Park is a portion of the White Mud Creek Valley, located just outside the present City Limits. It is suggested that the City build a dam at the North end of this valley which would form a most beautiful Lake 1 1/2 miles in length, and containing 150 acres of water. There is also provided a boulevard around the Park 100 feet wide which would connect with the River drive. This property is to be presented to the City.

GENERAL ADVERTISING. GENERAL ADVERTISING.

Dr. PRICE'S
CREAM
BAKING POWDER

Made from Pure, Grape
Cream of Tartar

Surpasses every other baking
powder in making delicious,
healthful food.

Protects the food from alum.

March Bank Statement.

Ottawa, April 19.—The March bank statement issued today indicates poor business conditions. The price of wheat is \$1.67, current loans \$115,000, principal figures are as follows: Demand 21, current loans outside \$14,282,382.

GENERAL ADVERTISING

Contractors--- TAKE NOTICE!

We have for Sale, Lots 1, 2, Block 42, Grant Estate, 150 feet frontage on Stony Plain Trail \$8,500
Look this up and see us for terms.

National Realty & Investment Co. Ltd.
Phone 1181. Dominion Bank Bldg.

THE ROYAL TRUST CO.

CAPITAL FULLY PAID.....\$1,000,000
RESERVE FUND.....\$1,000,000

H. H. Lord, President,
Edmonton Office, 111 Windsor Block.

Sir Edward Clouston,
Vice President,
Edmonton Office, 111 Windsor Block.

Money Loaned on Modern Dwelling
And Improved Farms

Edmonton Office, 111 Windsor Block. Phone 5218.

West Lawn

Prices in this popular West
End Subdivision will in-
crease \$50 (Fifty Dollars)
per lot May 1st. Buy now.

DON'S WEEKLY REVIEW OF CANADIAN TRADE

Trade is Reported Good All Over
Dominion, Though at Some Points
Warmer Weather is Needed to
Stimulate Demand for Spring
Goods.

New York, April 19.—Dispatches to
Don's Review from branch offices of
R. G. Don & Co., in leading trade
centers of the Dominion of Canada,
report that steady progress is being
made in all directions, although at
some points weather is needed to
stimulate the demand for spring
merchandise.

Montreal reports that the cool
weather has not been altogether
favorable for the distribution of dry
goods, although the movement is
quite satisfactory. For travellers
are sending in good orders and foot-
wear manufacturers are still busy,
while the leather market is very
firm. Groceries are rather quiet and
butter and cheese and eggs are
easier, but all kinds of hog pro-
ducts are reported good.

Quebec, where the local wholesale
trade is advanced, good and favorable
weather stimulates the retail demand
for dry goods, clothing and other
seasonable merchandise.

Wholesale trade at Toronto con-
tinues active and retail business has
been benefited by improved weather.
Dry goods travellers are doing well
and the outlook is bright. Hardware
is active, most and structural
material are in good demand and
the movement of groceries is
satisfactory. Leather is in request
and firm and hides are unchanged.

Both wholesale and retail trade
are doing fairly well and more spring-
like weather has increased the de-
mand for seasonable wearing ap-
parel, but business with country
merchandise is quiet, owing to the bad
condition of the roads. Retail mer-
chandise at London report trade, up to
expectation and wholesale business is
fully active in that of a year ago.

Conditions throughout the Par-
West and Northwest continue favor-
able and a general feeling of opti-
mism is evident.

Winnipeg makes most encouraging
reports regarding trade prospects,
manufacturers receiving an in-
creasing volume of orders. Wholesale
merchandise are busy with the distri-
bution of seasonable goods, the re-
tail demand being stimulated by the
favorable weather.

Wholesale dealers at Saskatoon re-
port business steadily increasing and
the outlook very encouraging. Fine
weather at Regina has had a very
stimulating effect and good progress
is noted in all directions.

Vancouver reports the general
trade very satisfactory, there being
an active movement of practically
all of the seasonable merchandise.

All lines of business at Victoria re-
port continued activity, building
operations especially showing a
marked increase.

(Gross earnings of all Canadian
railroads reporting so far for the
first two weeks of April show a gain
of 22 per cent., as compared with
the earnings of the same roads for
the corresponding period of a year
ago. Commercial failures in the
Dominion of Canada this week were
27, against 19 last week and 19 the
corresponding week last year.

OFFER A GENEROUS ONE
South Side Property Owners, Dealer
Roads, and Land as a Park.

There is little doubt as to the gen-
erality of the south side owners who are
represented by Dr. L. L. Patter, in
their desire that the City shall retain
as a park, 200 acres of the White Mud
Creek Valley. There are two places
indeed, that for scenic grandeur com-
pare with this property, and in
presenting this to the City free of all
charges, the owners intend are show-
ing a rare spirit of patriotic citizen-
ship, in these strenuous commercial
times, when every piece of property
commanding a wide view is rated at so
much per foot.

The location of this land is just out-
side the present city limits, in a most
convenient position, and the owners
are the active users of the same. The
owners have already viewed this prop-
erty. The wide winding valley
which varies in width from 200 to 400
yards with its gently sloping banks,
all heavily wooded and around which
will be a boulevard 100 feet wide, is
indeed a most delightful sight. The
prominent citizens, as he sat within
the park, while before him stretched
out the valley a panorama of nature's
beauty, which he had never seen before.

For two miles, before him as it
will appear after the erection of the dam,
shimmering lake of water on the sur-
face of which were towering sugar
pines, and in his imagination
Toronto's finest stand of trees among
the trees came the suggestive strains
of a band. He rose and stated as his
belief that here was a park of nature's
beauty for the Capital City ever since
the time the Red men roamed in
this. As the picture that lay
before him was so beautiful, and which
he had never seen before, he had re-
mained printed on his mind and he
had not been able to get it out of his
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GREAT SEA DISASTERS OF THE PAST YEARS

New York, April 19.—Among the
most important marine disasters re-
cited are:

1866, January 11.—Steamer London,
on her way to Melbourne, foundered in
the Bay of Biscay; 225 lives lost.

1867, October 29.—Royal steamer
Borneo and Wyre and about 45 other
vessels driven ashore and wrecked at
St. Thomas, West India, by a heavy
sea; about 1,200 lives lost.

1870, September 25.—British Star liner
Atlantic wrecked off Nova Scotia; 441
lives lost.

1874, December 26.—Immigrant ves-
sel, the British ship, foundered near
Auckland; 474 lives lost.

1878, March 24.—British training ship
Barracuda, a frigate, foundered near
Barracuda; 474 lives lost.

1879, September 2.—British frigate
Thames, a frigate, foundered near
Thames; 474 lives lost.

1879, December 12.—British frigate
Barracuda, a frigate, foundered near
Barracuda; 474 lives lost.

1880, January 31.—British training
ship, the British ship, foundered near
Barracuda; 474 lives lost.

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